

## MONITOR AND MERRIMAC.

The Battle Between These Two War Monsters of Their Times—Who was Responsible for the Engagement?

John Denison Champlin in New York Times: The controversy between Generals Miles and Shafter and between Admirals Sampson and Schley, or, rather, between the respective partisans of those officers, in regard to the relative responsibility of each in the Santiago campaign, recalls a somewhat similar controversy between Admirals Marston and Worden in relation to the responsibility for the famous battle between the Monitor and the Merrimac. As I was in a measure responsible for this controversy, and was instrumental in obtaining from Admiral Worden a specific statement concerning his movements and orders precedent to the battle, I deem it best to put the matter on record, especially as his statement is an interesting and important contribution to the history of the event.

In 1862, in reply to some criticisms on my "History of the War for the Union," published the preceding year, I reviewed in The Nation the events leading up to the battle, concluding my summary as follows:

"This is a confession of that which history has already settled—that Lieutenant Worden in the Monitor braved further destruction by the Merrimac. Furthermore, he acted wholly on his own responsibility, for it does not appear that he received any orders, either from Washington or from his superiors at Hampton Roads."

To this last remark Rear Admiral John Marston, who as captain of the Roanoke was the senior officer at Hampton Roads at the time, and of course Lieutenant Worden's superior, took exception, and in succeeding numbers of The Nation replied:

"Sir—My attention has recently been drawn to a communication in The Nation in relation to the fight between the Monitor and Merrimac, and, although I gave to the public in Harper's Weekly (dated January 25, 1879), an account of the event, yet I feel myself called upon, even at this late date, to send you a few remarks on the subject, especially as the article above alluded to is in some respects at fault."

"In my communication" to Harper's Weekly, when speaking of the period a short time before the Merrimac came down from Norfolk, I said: "At this time I was in command at Hampton Roads. Some days before the Merrimac came down from Norfolk I received from the navy department several telegrams ordering me to send the Merrimac to Washington immediately on her arrival. On the night of the 8th of March—the day on which the Merrimac came down and sunk the Cumberland, and the Congress was burned—at about 9 o'clock the Monitor arrived. Captain Worden immediately came on board the Roanoke and reported his arrival to me. I inquired into his condition, which was not a very favorable one; his men were all green, as they knew nothing about that peculiar armament on board the Monitor. A few moments' reflection, however, determined me as to the course I should pursue. I informed Captain Worden that my orders were very positive to send the Monitor to Washington; but that I was going to disobey those orders, at the risk of my commission, and send him up to Newport News to look out for the Merrimac. In this Captain Worden cheerfully acquiesced, and on the following day the result was known to an astonished and an admiring world."

While I did not care personally whether Captain Worden acted under orders from Marston or on his own responsibility, I believed that my statement, which Admiral Marston had taken umbrage at, was justified, as the evidence, and as Admiral Marston accompanied his remarks by some animadversions on the ignorance of a civilian who could for a moment suppose that a junior naval officer would assume any responsibility in the presence of his superior, I determined to prove my position, if possible. But, as I had no means of refuting so specific a statement, I referred to Admiral Worden himself, with whom I had no personal acquaintances, I wrote a note to my friend, Captain G. V. Fox, who had been the assistant secretary of the navy under President Lincoln's administration, asking him to recall Admiral Marston's communication, and to obtain from him a plain statement of the facts of the case, which he could be cognizant in response I received from him a brief statement of Admiral Marston's position by Admiral Worden in Fox's handwriting, and the second containing a longer statement written entirely by Admiral Worden himself. The first, published as a sufficient answer to Admiral Marston's claim, and he never replied to it. The longer statement, which I have now published, according to my knowledge, Captain Fox's letters are both worth quoting, as they throw light on the attendant circumstances:

"Dear Mr. Champlin—I have your note and The Nation on the 20th. You will not have to give up anything in the course of the 2d ult. Inclosed find a copy of Worden's statement made last winter to me when we talked this subject over. I have made a memorandum of it, which you may find useful to guide you. I could suggest much more, but let the matter be between Worden and Marston. W. is right. M. nor any one else had any confidence in the Monitor until after the fight. He (M.) had not confidence enough in her to give any orders whatever. I tried twice to see you in N. Y. Yours sincerely, G. V. FOX."

"Washington, D. C., 1,500 N. Y. W. As the 'mem.' referred to in the above letter added nothing to Admiral Worden's statement, I supposed it, and published the latter without comment. Captain Fox's second letter is still more specific:

"250 N. Street, Dec. 9, 1882."

"Dear Mr. Champlin—I have yours of yesterday. When you were collecting material for correcting your history, I mentioned the fact to Worden and told him of Marston's claim. He had never seen it, denied it particularly, and at my request wrote out the facts in his own handwriting, which I inclose herewith. You can keep it until your article is published, so that you will be able to hold the proof in your own hands. Nothing is more common than for an old man, placed in such a position, finally to come to the conclusion that he alone saved the day. This is the gist of his article, claimed seventeen years after the event. I did not get these until the next day."

"Whether you shall use this statement to justify your correction, denied some."

## Hacking Cough

A hacking cough is a grave-yard cough; the sooner you get rid of it the better. Don't wait until it develops into consumption, but use the celebrated Dr. John W. Bull's Cough Syrup at once. It is a wonderful remedy for all throat and lung affections, and will cure a deep-seated cough or cold in a few days.

## Dr. Bull's Cough Syrup

Will cure a Hacking Cough. Price 25 cents. At all druggists.

what offensively by Marston, you must judge. Worden drew this up after hearing M.'s claim. Preserve it, Yours, "G. V. FOX."

## Admiral Worden's Statement.

"Memoranda in reference to the movements of the Monitor in February and March, 1862, and the orders under (which) she acted prior to her leaving New York for Hampton Roads."

On February 21 I received the following order from the navy department, viz:

Sir: Proceed with the United States steamer Monitor, under your command, to Hampton Roads, Va., and on your arrival there report by letter to the department, and be ready to receive orders."

Commodore Paulding has been instructed to charter a vessel to accompany the Monitor, provided none of our vessels are going south about the time she sails.

Transmit to the department a muster roll of the crew and a separate list of the officers of the Monitor before sailing from New York.

I am very respectfully, your obedient servant, GIDEON WELLES.

To Lieut. John L. Worden, commanding, &c., &c., &c.

On February 27, in obedience to the above order, I left the navy yard, New York, bound for Hampton Roads, but in going down the East river a serious defect in the steering apparatus was developed, and her movements could not be controlled. I therefore returned with her to the yard, to have the defect remedied.

On March 4, the rearrangement of her steering gear having been completed, and a satisfactory trial of it been made, I received the following order:

Navy Yard, New York, March 4, 1862.

Lieut. Commanding John L. Worden, United States steamer Monitor.

Sir: When the weather permits, you will proceed with the Monitor under your command to Hampton Roads, and on your arrival report to the senior naval officer there.

I have hired the steamer James Freeborn to tow the Monitor, and have directed the propellers Sachem and Currituck to attend you to the mouth of the Chesapeake. If it should be necessary to retain them longer, you are authorized to do so.

When you have no further use or occasion for the Freeborn, be pleased to give the captain a certificate, with directions to return to New York, and immediately on his arrival report to me. Wishing you a safe and successful passage, I am, respectfully, your obedient servant, H. PAULDING, Commandant.

Under this order I left the navy yard on the morning of March 5, and reached Hampton Roads about 9 p. m. of March 8, and immediately reported in person to Captain Marston, commanding the Roanoke, the senior officer there. My short interview with him nothing was said by him as to any orders he had received from the navy department to send the Monitor up the Potomac, and I left his ship with the verbal understanding that I was to go to the assistance of the Merrimac, then aground off Newport, which I did immediately on my return to my ship.

JOHN L. WORDEN.

Rear Admiral United States Navy.

Washington, D. C., Feb. 2, 1882.

Captain Fox's statement that "Marston nor any one else had any confidence in the Monitor after the fight" was strongly refuted by his verbal description to me of the demoralization of the officers at Hampton Roads incident to the advent of the Merrimac. This demoralization was by no means surprising. The appearance of the ironclad was the introduction into warfare of an unknown element, the consequences of which could not be foreseen. For a few moments, demonstrated a heretofore untried power, demonstrated a new fearful cost to us the day before, led every one who witnessed that demonstration to fear the worst. It was believed that the monster, portentous rumors of which had long been rife, could ascend the Potomac and destroy Washington, or even Alto, New York, and lay the metropolis under contribution to its guns. General Wood, in command at Fort Monroe, had telegraphed to the government that it was thought the Merrimac would pass the fort that night. Captain Marston had himself just returned from the unequal combat, leaving behind him the bones of the Cumberland and the Minnesota, and the Minnesota fast aground, awaiting a similar fate with the coming of daylight. To him, the arrival of the insignificant-looking Monitor, the "Yankee cheese-box on a plank," as the Confederates derisively called her—could scarcely bring much hope for the morning. The testimony is that everybody was disappointed when she came into the Roads, for no one who had not examined her internal structure could know anything of her strength, and it does not appear that Captain Marston went on board of her. All he did was to give Worden verbal orders to "go to the assistance of the Merrimac," orders which Worden obeyed at once—that very night. Worden's action on the next day, in leaving the Minnesota and going out to meet the Merrimac was on his own responsibility, for he alone had confidence enough in the Monitor to pit her against so formidable an antagonist, and to him, together with Ericsson, who controlled the Monitor, history should give the credit of our deliverance from one of the greatest perils that ever threatened a nation. It was not only the safety of a few ships and possibly a few cities that was assured on that memorable morning. The question of the perpetuity of the Union was at stake, and it showed the nations that would have welcomed our division that we were possessed of an arm that could defy their navies and could defend our coasts against the world.

DIPHTHERIA relieved in twenty minutes. Almost miraculous. Dr. Thomas' Electric Oil. At any drug store.

MID-WINTER EXCURSIONS.

To Washington—Very Low Rates.

Baltimore & Ohio Railroad.

The Baltimore & Ohio Railroad has made arrangements for a series of popular mid-winter excursions to Washington, at \$10.00 for the round trip, allowing ten day limit on tickets including date of sale. These excursions will be run on February 21, March 2 and April 13, 1899. Tickets will be good going on regular trains of the above dates and good to return on regular trains within ten days, including date of sale. Do not miss these splendid opportunities to visit the national capital during the season of Congress. Call on T. C. Carroll, passenger and ticket agent, B. & O. railroad, Wheeling, for full information.

A Lamplight Companion.

Between now and spring time there will be many opportunities of an evening to read up on the different portions of the Great Northwest.

The Chicago, Milwaukee & St. Paul Railway Co. has printed for free distribution to eastern farmers a number of illustrated instructive pamphlets regarding the various states traversed by its lines.

In sending your address to W. E. Powell, General Immigration Agent, Old Colony Building, Chicago, Ill., please say if your preference is for information about Wisconsin, Iowa, Minnesota, Northern Michigan or North Dakota.

No charge for pamphlets or for replying to all inquiries about any section of the great West.

Special Notice.

The cleaning and dyeing firm of F. Striff & Son are located at the old stand, No. 1149 Market street, where they make a specialty in the cleaning, dyeing, pressing and repairing gentlemen's clothing. Old suits cleaned, dyed, rebound, relined and repaired to look equal to new at a small cost. Also plumes and tips cleaned, colored and curled on short notice at F. Striff & Son's, 1149 Market street, opposite Schenck & Son's Meat Store.

## FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK, Feb. 15.—Money on call steady at 2 1/4 per cent; last loan 2 1/4 per cent. Prime mercantile paper 2 1/4 per cent. Sterling exchange firm, with actual business in bankers' bills at \$4 80/4 81/4 for demand at \$4 81/4 81/4 for sixty days; posted rates \$4 81/4 81/4 and \$4 81/4 81/4. Commercial bills at \$4 80/4 81/4. Bar silver 69 1/2 c. Mexican dollars 47 1/2 c.

Many stocks are materially advanced on the stock exchange to-day, with dealings considerably larger than on yesterday. Generally the early market was more animated than of late and strength developed on pool manipulation and commission house buying. London about twenty points higher, stock prices, principally Northern Pacific, while Berlin was reported as being a purchaser of this stock. Northern Pacific common in the local market received pronounced support, apparently on pool buying and on large dealings advanced three points. Around 53, at which point London was selling, enormous blocks of stock were absorbed, although the price hung for a long time at 52 1/2. The advance in this stock, however, in spite of the dissemination of a report that the officials of the company denied that the preferred stock would be retired or that such a project had been considered. As Northern Pacific common was the feature of strength, so was Burlington prominent, although the price was not so high as yesterday. This stock which was advanced yesterday in anticipation of action on the part of the Burlington directors on a refunding scheme, opened unchanged, developed weakness and made an extreme decline of over three points. The lowest figure was on the announcement that nothing had been done regarding refunding at to-day's meeting in Boston. This brought large realizing sales, but the stock recovering left its net decline only two points. The weakness of Burlington had but little effect on the other groups, which displayed more or less strength at intervals. The high-priced investment shares were conspicuously strong, especially New York Central and Pennsylvania. Southern Pacific and Central Pacific developed pronounced strength, especially toward the close. New York Air Brake, which has been rather neglected of late, made a sensational advance on the part of the Burlington directors covering of short sales by traders while stock was supplied by houses with Boston and Chicago connections. There were some sharp recessions during the afternoon at the time when Burlington and Sugar were freely offered down, but prices picked up and continued to improve to the close, the leader in the recovery being Northern Pacific common. Union Pacific and Alton preferred were decidedly firm. It was intimated in the street gossip that a script dividend to Metropolitan street railway stockholders to be subscribed at par was in contemplation, but the stock was quiet all day and moved very narrowly.

A brisk inquiry prevailed for some of the prominent bond issues to-day, but the market generally displayed an impression of conservatism.

United States new 4s registered and the old 4s coupon and the 5s coupon advanced 3/4 per cent in the bid price.

The total sales of stocks to-day, were 612,100 shares.

BONDS AND STOCK QUOTATIONS.

U. S. new 3s 107 1/2 Ore. R. & Nav. 47 1/2

U. S. new 4s 128 1/2 Reading 139 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

do coupon 128 1/2 St. Paul 126 1/2

2 1/2% lower at \$2 85/10 00, declined to \$2 82 1/2, advanced to \$10 02 1/2 10 05, the closing figure.

The range in hard and ribs was narrow.

Estimated receipts Thursday:

Wheat, 80 cars; corn, 500 cars; oats, 250 cars; hogs, 40,000 head; calves, 10,000.

The leading futures ranged as follows:

Articles.	Open.	High.	Low.	Close.
Wheat, No. 2				
May	72 1/2	73	72	72 1/2
July	71 1/2	72 1/2	71 1/2	71 1/2
Sept.	70 1/2	71 1/2	70 1/2	70 1/2
Corn, No. 2				
May	35 1/2	37	35 1/2	35 1/2
July	34 1/2	35 1/2	34 1/2	34 1/2
Sept.	33 1/2	34 1/2	33 1/2	33 1/2
Oats, No. 2				
May	29 1/2	29 1/2	29 1/2	29 1/2
July	29 1/2	29 1/2	28	29 1/2
Sept.	28 1/2	28 1/2	28 1/2	28 1/2
Mesa Pork.				
May	9 55	10 05	9 02 1/2	10 05
July	6 50 1/2	6 55	6 50	6 55
Sept.	6 15	6 15 1/2	6 15 1/2	6 15 1/2
Lard.				
May	6 82 1/2	6 87 1/2	6 82 1/2	6 82 1/2
July	6 82 1/2	6 87 1/2	6 82 1/2	6 82 1/2
Sept.	6 82 1/2	6 87 1/2	6 82 1/2	6 82 1/2
Short Ribs.				
May	5 00	5 02 1/2	4 97 1/2	5 00
July	5 10	5 15	5 05	5 15
Sept.	5 25	5 25	5 20	5 25